

# Kansas Preservation

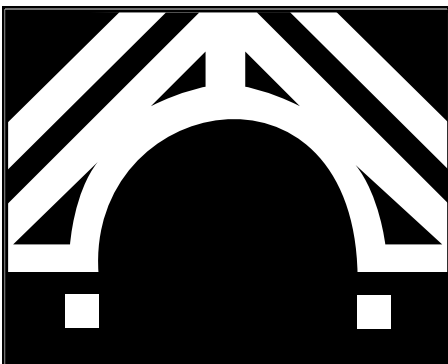
Newsletter of the Cultural Resources Division ▪ Kansas State Historical Society



*Over the years, Route 66 developed a mythical stature. While just over thirteen miles of the “Mother Road” cross through Kansas, the impact on the commercial and cultural landscape is significant.*

*Article on page 5.*





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### KANSAS PRESERVATION

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# Historic Sites Review Board Approves Nominations to the National and State Registers



*The Karnes Barn near Overbrook, built in 1877, was originally constructed to house circus animals.*

The Kansas Historic Sites Board of Review held its regular quarterly meeting on Saturday, May 10, 2003, at the Kansas History Center in Topeka. In addition to a full agenda of nominations, the board recommended \$1.2 million in funding for nineteen Heritage Trust Fund grant projects (see article page three).

The board considered one multiple property context statement that had three properties associated with it, one warehouse district, and nine individual nominations for the National Register. In addition, one property was considered only for the state register. Unless otherwise identified, all of the following properties were approved for nomination to the National Register of Historic Places.

The 1877 Karnes Barn near Overbrook, Osage County, was nominated as an example of a three-bay, gable-roofed limestone barn. Originally built to house circus animals, the barn was used mainly for typical agricultural purposes.

The Francis and Harriet Baker House at 823 North 5<sup>th</sup> Street in Atchison, Atchison County, was nominated for its architectural significance as a Mission style residence. Designed by Kansas City architect Walter C. Root, the house cost \$70,000 to construct in 1902.

Another Atchison property, the Frederick A. Stein House at 324 Santa Fe,

was nominated for its architectural significance as an example of the Neo-Classical style. It was built in 1948 from plans prepared by Kansas City architects George Davidson and G. Alden Krider.

Located at 401 Main Street in Towanda, Butler County, the Towanda Masonic Lodge, which was built in 1904, was nominated for its association with the growth and development of the community and for its architectural significance as an example of an early twentieth century commercial structure.

The "Historic Resources of Route 66 in Kansas Multiple Property Submission" developed a context statement for the various property types found along the 13-mile stretch in Cherokee County (see article on page five). After approving the context statement, the board considered three properties for submission with it. The Baxter Springs Independent Oil and Gas Service Station at 940 Military Avenue in Baxter Springs was constructed in 1930. It represented a direct response to the increased automobile and truck traffic on Route 66. The building's cottage style architecture mirrored the contemporary national trend in service station design. The Kansas Route 66 Historic District is located east of Galena. This 1.2-mile section of intact Route 66 roadbed runs from the east city limits to the state line. It



*The Francis and Harriet Baker House at 823 North 5<sup>th</sup> in Atchison was approved for National Register nomination for its architectural significance as a Mission style house.*



*Built in 1904, the Coal Creek Library in Vinland houses a library that was established in 1859.*

includes seven small box culverts, a triple box culvert, and a viaduct, and is now part of the Cherokee County road system. The Williams Store at 7109 S.E. Highway 66 in Riverton was nominated for its commercial association with Route 66. Established in 1925, the store housed a multi-function business that included a gas station, restaurant, grocery, and general merchandise store. Its business grew with the federal designation of Route 66 in 1926. Now known as the Eisler Brothers Old Riverton Store, it continues to be a Route 66 icon.

The Union Pacific Depot, 300 Washington, Concordia, Cloud County, was approved for addition to the Historic Railroad Resources of Kansas Multiple Property Submission. The 1917 concrete and

stucco building, now owned by Cloud County Community College, was nominated for its association with the growth and development of Concordia and as an example of a standardized depot design.

The Coal Creek Library, 698 E. 1719 Road, stands in the Douglas County hamlet of Vinland. Built in 1904, the building was nominated for its association with the library system in Kansas and also for its significance as a vernacular structure. The library it houses was established in 1859.

Also in the Vinland community, at 1736 N. 700 Road, is the Vinland Fair Association Fairgrounds Exhibit Building, which was constructed in 1927 and was the first structure on the fairgrounds. Established by the Vinland Grange, the fair promoted education, commerce, and

- Karnes Barn*  
*Overbrook*
- Baker House*  
*Stein House*  
*Atchison*
- Towanda Masonic Lodge*  
*Towanda*
- Baxter Springs Independent Oil*  
*& Gas Service Station*  
*Baxter Springs*
- Kansas Route 66 Historic District*  
*Galena*
- The Williams Store*  
*(Eisler Brothers Old Riverton*  
*Store)*  
*Riverton*
- Coal Creek Library*  
*Fairgrounds Exhibit Building*  
*Vinland*
- Old Ellsworth County Jail*  
*Ellsworth*
- Amelia Park Bridge*  
*Bichet School*  
*Marion County*
- Wichita Historic Warehouse and*  
*Jobbers District*  
*Wichita*

entertainment in rural Douglas County.

Approved for the Register of Historic Kansas Places was the (Old) Ellsworth County Jail, 6 North Court Street, Ellsworth, Ellsworth County. The two-story limestone building was designed by Colonel Henry Inman and constructed in 1873. Now a ruin, the jail is owned by the Ellsworth County Historical Society, which hopes to stabilize it and use it to help interpret the community's history.

The Amelia Park Bridge is a closed spandrel reinforced concrete arch bridge located on a rural road near Antelope in Marion County. It was built for the county in 1914 by Topeka Bridge and Iron Company and spans Clear Creek. It was

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*Cont. on page 10*



# HTF Grants Approved for 2003



*(Left) The Cimarron Hotel will receive a \$72,160 grant for wall stabilization.*

*(Below) The Auld Stone Barn near Wakefield will benefit from a \$57,333 grant to rebuild the east end of the structure.*

On May 10, 2003, the Kansas Historic Sites Board of Review made its recommendations for the 2003 round of Heritage Trust Fund (HTF) grants. The board recommended \$1,213,079 for nineteen projects distributed across the state. In this round the program received fifty-seven eligible applications requesting a total of \$3,717,595 in funds.

As is usually the case, a large portion of the available funds were dedicated to masonry repairs. The owners of the ninety-three-year-old Auld Stone Barn in Wakefield will use their \$57,333 grant to rebuild the east end of the barn, reusing stone, and repointing as necessary.

Funding of \$72,160 for the Cimarron Hotel, in Cimarron, will finance wall stabilization. The project also includes repointing of deteriorated mortar joints and excavating around exterior walls to investigate foundation condition and soil conditions.

Stabilization of the foundation of the Johnson County Museum's Lanesfield School Historic Site in Edgerton will be accomplished with a \$23,840 grant. A rehydration irrigation system will be installed around the perimeter of the building and the movement of the soil will be monitored and analyzed.



The Little John Creek Reserve Agency Building near Council Grove, which is part of the Kaw Nation Allegawaho Memorial Heritage Park, will receive a grant of \$62,480 for salvaging and inventorying stone rubble and stone walls. Stones will be photographed, cleaned, reset, repointed, and stabilized.

The \$23,520 grant awarded for the preservation of the Nazareth Convent and Academy in Concordia will be used for repointing the first floor limestone wall, repairing the damaged limestone wall that is three feet below ground, and repairing stairs. Loose bricks above the arched window will also be repointed.

A \$90,000 grant will fund repair of the front steps of the Republic County Court-

house in Belleville. The project will include removal of front steps, stabilization of base, and replacing or re-setting damaged pavers. Steps will be restored to match original using Carthage marble.

The plans for the Exhibit Building at the Trego County Fairgrounds in WaKeeney include roof replacement on the north and south sides along with the clerestory, window repair and restoration, testing for lead paint, and repainting. Foundation work will also be part of this \$90,000 grant.

An award of \$24,192 to the Ellsworth County Historical Society for the Fort Harker Junior Officer's Quarters in Ellsworth will fund an HVAC system and removal of wallpaper and loose plaster.

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*This article was prepared by Teresa Kiss, grants manager for the Historic Preservation Office.*



*Rooks County will receive a \$90,000 grant for window repairs of their 1921 courthouse.*

Also included in the grant is repair of ceilings and rehabilitation of the building back to its original appearance.

Window repair projects are well represented by the Leavenworth County Courthouse and Rooks County Courthouse grants of \$90,000 each. The original transoms in the Leavenworth County Courthouse will be restored and existing windows on the courthouse will be replaced to match the original design. The metal window frames at the Rooks County Courthouse will be treated for rust, primed, and repainted. Operable mechanisms on the windows will be repaired, where possible, and lead paint abatement will be required on each of the windows.

Roof repairs were also well represented. Three properties, the Orpheum Theater in Wichita, the Prescott School in Prescott, and St. John's Orphanage (operating as Strawberry Hill Museum) in Kansas City will receive \$90,000 grants for roof repairs. The Orpheum Theater's vent house roof will be replaced along with lead paint removal from windowsills. The windowsills will also be repaired, replaced, or replicated as needed.

In addition to new shingles on the roof and bell tower, the Prescott School project will include repointing brick mortar joints on all sides of the building, as well as repointing limestone and rebuilding chimneys. The Prescott School project also involves removal of non-original guttering, repair of wood trim, and refinishing of plaster.

The St. John's Orphanage/Strawberry

Hill Museum project will replace shingles; repair or replace roof rafters and decking; and replace trim, soffits, and portico. The project will also replace newel posts, preserve or replace balustrade, and focus on ceiling repair.

An award of \$47,040 to Simpson Hardware Store in Troy will be used to remove paint from the front facade brick, repoint the brick, and install a new roof cap.

Five chimneys at the W.F. Dolan house in Atchison will be stabilized and repaired with a grant in the amount of \$90,000. New roofing slate will be installed in the original black and green diamond point design. Front and rear porches will be repaired in the same manner as the main house roof along with the porch ceilings. Funds will also be used to repair the carriage house roof.

The eight clock faces of the tower clocks on St. Joseph's German Catholic Church in Topeka will be removed, repaired, and repainted with a grant of \$87,360. The 14-foot mahogany pendulum will be reattached and an automatic winding system will be restored to original working condition.

The Finney County Preservation Alliance will use an award of \$40,000 for a comprehensive architectural study or historic structure report to determine the current structural status of a property that is known as the "Waldorf of the Prairies," the 1887 Windsor Hotel in Garden City.

Two African Methodist Episcopal

*Auld Stone Barn  
Wakefield*

*Cimarron Hotel  
Cimarron*

*Lanesfield School Historic Site  
Edgerton*

*Little John Creek Reserve  
Agency Building  
Council Grove*

*Nazareth Convent and Academy  
Concordia*

*Republic County Courthouse  
Belleville*

*Exhibit Building  
WaKeeney*

*Fort Harker Junior Officer's  
Quarters  
Ellsworth*

*Leavenworth County Courthouse  
Leavenworth*

*Rooks County Courthouse  
Stockton*

*Orpheum Theater  
Wichita*

*Prescott School  
Prescott*

*St. John's Orphanage  
(Strawberry Hill Museum)  
Kansas City*

*Simpson Hardware Store  
Troy*

*W.F. Dolan House  
Atchison*

*St. Joseph's German Catholic  
Church  
Topeka*

*Windsor Hotel  
Garden City*

*Bethel A.M.E. Church  
Coffeyville*

*Campbell Chapel A.M.E. Church  
Atchison*

*Cont. on page 10*

# Route 66 in Kansas

During the summer of 2002, the Kansas State Historical Society contracted with Historic Preservation Services, LLC (HPS) of Kansas City, Missouri, to inventory the resources historically associated with Route 66 in Kansas. The roots of this project lie in an initiative of the National Park Service (NPS) to document and preserve the history of this important transportation corridor. The NPS 1995 “Special Resources Study” of Route 66 describes the road as “a prime example of a historic transportation corridor — a linear cultural landscape comprising a historically significant route along which people and/or goods have moved.” The most significant, defining aspects of this cultural landscape are the public works and the commercial architecture, as well as other distinctive structures and landmarks not necessarily related to the road itself but which, when combined with the natural elements of the corridor, “endow [the road] with its distinctive character.”

The Route 66 survey in Kansas identified ninety-nine buildings and structures constructed during the period of significance, 1926-1953.<sup>1</sup> Among these were public works (sections of road bed, bridges, and culverts); a wide variety of commercial resources (gas stations, restaurants, commercial and office buildings); and a few residences. Twenty-nine of these resources possess a clear relationship to the road and retain sufficient architectural integrity to merit listing on the National Register for their associations with Route 66.

The archeological staff of the State Historic Preservation Office also examined the corridor for the presence of Route 66-related archeological resources and identified five sites that might merit inclusion in the National Register.

Following the completion of the survey, HPS prepared a National Register Multiple Property Documentation Form (MPDF) for “Historic Resources of Route 66 in Kansas” and three National Register nominations. The first nomination documents a historic district that includes a section of historic roadbed east of downtown Galena and a viaduct and several culverts built in 1923. This district is a rare example of the cultural landscape of the road as it appeared when designated as US 66 in 1926. The other two nominations were for individual properties: “The Williams Store” (more commonly known as Eisler Brothers or the Old Riverton Store) in Riverton and “The Baxter Springs Independent Oil and Gas Company Station” (now Groomers dog grooming parlor) in Baxter Springs. The nomination of the Williams Store recognizes a unique vernacular property in operation continuously since 1925, offering patrons gas, food, and general merchandise. The Baxter Springs Independent Oil and Gas Company Station is an excellent example of a 1920s cottage-style service station designed according to corporate design standards. The station is also significant for its addition, which accommodated a changing demand for services.



**The Cultural Landscape  
of the “Mother Road”**





*(Left) Williams' Store (more commonly known as Eisler Brothers or the Old Riverton Store) in Riverton*

*(Below) Route 66, East of Galena. A typical culvert is visible in the foreground and the viaduct across the Missouri Kansas and Texas Railroad tracks is visible in the background.*

## Route 66

The name "Route 66" conjures images of cross-country treks, journeys in search of a better life, and adventure. In November 1926 the Federal Highway Commission designated US Highway 66 as part of a new national interstate highway network. This famous road includes roughly thirteen miles through Kansas.

Efforts to create a national highway system began early in the twentieth century spurred by two concurrent movements. In the new age of the automobile, the first movement sought improved roads for long-distance travel. The second sought better roads to enhance rural economic conditions by improving farmers' access to regional markets. By the early twentieth century, automobile enthusiasts nationwide lobbied for the construction of permanent all-weather roads and the expansion of local, state, and national highway systems.

Historically, road construction in Kansas reflected local needs and the desires of the political establishment. In the 1860s, the Territorial legislature established a system that allowed counties to direct the design, construction, and most importantly the funding of their local roads and bridges. By the turn of the next century, the legislature approved general tax levies for road improvements as well as the creation of special benefit districts that taxed adjacent property owners to fund road improvements. Creation of benefit districts was at the discretion of the local board of county commissioners. The larger counties (those with populations exceeding 20,000) could hire a county engineer to supervise all county road and bridgework. Counties could



also seek technical assistance from the State Engineer of Roads and Highways.

The first national vision for an improved highway system was realized when President Woodrow Wilson signed the Federal-Aid Road Act of 1916. As its name implies, this legislation provided federal aid to the states over a five-year period for the construction of roads. Federal aid equaled 50 percent of construction costs, up to \$10,000 per mile. State highway agencies recommended projects, but the final determination for funding fell to the Secretary of Agriculture, who oversaw the Bureau of Public Roads.

Implementation of the 1916 Road Act got off to a slow start. America's entry into World War I the following year placed a strain on federal finances and limited road-building materials and personnel. However, cross-country military shipments during the war exacerbated the already poor condition of existing roads

and emphasized the need for a national system of improved highways.

When the 1916 Road Act expired, the Federal Highway Act of 1921 created a system of federal-aid highways that incorporated portions of existing state highways into a network of interstate roads. The 1921 Highway Act ushered in the golden era of road building in the United States. In 1922 the states spent \$189 million to build over 10,000 miles of

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*This article was prepared by Elizabeth Rosin of Historic Preservation Services under contract to the Kansas State Historical Society. The historical information was originally researched and compiled for the National Register Multiple Property Documentation Form on the "Historic Resources of Route 66 in Kansas." All photos are by Elizabeth Rosin unless otherwise designated.*

*Cover image and page five background are from The National Historic Route 66 Federation Collection, [www.national66.org](http://www.national66.org).*

federal-aid roads. This more than tripled the number of road-miles improved since 1916. Typical projects produced graded-earth, sand-clay, or gravel road surfaces.

As the interstate highway system began to take shape, the U.S. Department of Agriculture appointed a Joint Board of Interstate Highways in 1924. Representing state highway commissions from across the country, the five-member board named specific routes and developed insignia for the federal highways. The commission linked segments of existing federal-aid roads to create the new federal interstate road system, devised the interstate highway numbering system, and developed the now ubiquitous shield-shaped signage to help travelers reach their destinations.

The initial concept developed by the Federal Highway Commission's Joint Board for a route from Chicago to southern California followed a course through Missouri, Kansas, Colorado, Utah, and Nevada. One member of the Joint Board, Cyrus Avery, a businessman from Tulsa, Oklahoma, successfully lobbied for an alternate route for this particular interstate that followed a more southerly route through Oklahoma, Texas, New Mexico, and

Arizona. Avery contended that this alignment avoided the heavy snows in the Rocky Mountains as well as the long stretches of desert through Nevada. The flatter terrain, he argued, would

also make road building more cost-effective. On November 11, 1926, the Federal Highway Commission formally dedicated the 2,448 miles connecting Chicago to Los Angeles, cobbled together from existing roads through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California, as US Highway 66.

## Route 66 in Kansas

To connect Missouri and Oklahoma, a roughly thirteen-mile segment of Route 66 crossed Cherokee County in the far southeastern corner of Kansas. Like most of the new federal highways, this section of Route 66 followed a previously existing road alignment. From the Missouri state line about one mile east of Galena, it entered the state heading northwest. After passing the Eagle-Picher Smelter, one of the largest active lead smelters in the United States, the road turned south on

*To connect Missouri and Oklahoma, a roughly thirteen-mile segment of Route 66 crossed Cherokee County in the far southeastern corner of Kansas.*

Main Street, passing through the Galena business district. Route 66 turned west again at 7th Street. The road continued west across the Spring River and through the Quaker community of Riverton. Beyond Riverton, Route 66 curved south at the Brush Creek Bridge to Baxter Junction. In Baxter Junction the road turned east and then south on the old military road. Route 66 followed Military Avenue south through downtown Baxter Springs to the Oklahoma state line with a small S-curve south of downtown.

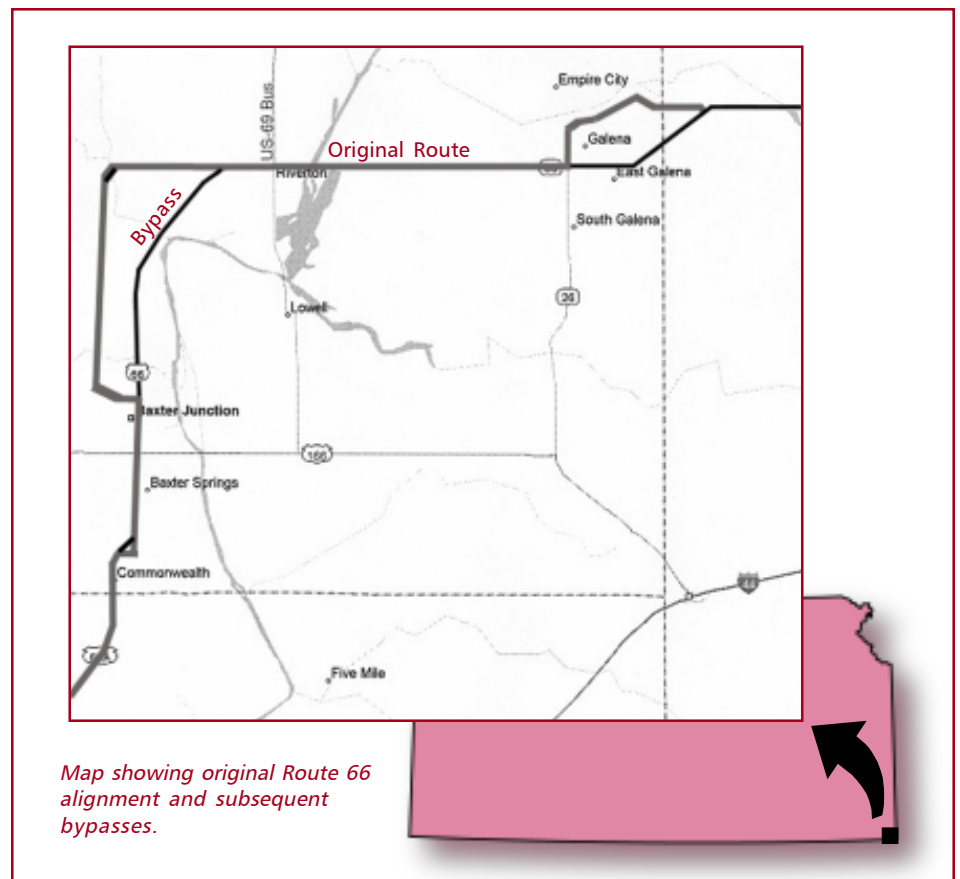
When Route 66 was designated, some of the road segments were paved and others were not. For example, the road between Galena and Riverton began as a cow path. Around 1910 a bridge was constructed across the Spring River. Prosperous early in the twentieth century, thanks to a thriving lead and zinc mining industry, Cherokee County boasted paved roads before many other counties in the state, the region, and the nation. As early as 1904, the county used waste "chat" from the area mines to create a macadam-like surface on roads in the

vicinity of Galena and Baxter Springs.

Improvements along the future Route 66 in Kansas occurred in 1922 and 1923, capitalizing on funds made available by the Federal Highway Act of 1921. It was at this time that the viaduct and other structures through the mining district east of Galena were installed, as well as the Marsh Arch bridges east and west of Riverton. In 1923 a group of Galena businessmen helped finance the paving of the road to Riverton. An article reporting the construction of a service station on the Brush Creek "Rainbow Curve" in January 1928 referred to Route 66 as the "Galena-Baxter Springs concrete road," suggesting that the route was fully paved by this date.

After World War II, highway engineers advocated straightening, widening, and bypassing older highways such as Route 66. The 1956 federal interstate highway plan, designed during the Cold War to move munitions and troops quickly, mandated that future road building efforts focus on the construction of new four-lane, limited access roads. When highway officials designed Interstate 44 in the 1960s to replace US Highway 66, they straightened the alignment, and the highway now bypasses Kansas completely.

However, the old road continued to serve the local population, and during the





early 1960s it also received a series of improvements.

- A bypass removed traffic from downtown Galena and from the old Route 66 serving the industrial facilities east of town. The “new” US 66 follows old US 166 east along 7<sup>th</sup> Street, becoming a four-lane divided highway between Galena and Joplin.

- The addition of a second two-lane barrel to the stretch of Route 66 between Galena and Riverton widened the road to four lanes. A grassy median separated the directional traffic. This addition included the construction of a two-lane concrete girder bridge across the Spring River, adjacent to the historic Marsh Arch Bridge originally located just east of Riverton. In the early 1990s the present two-lane concrete girder span replaced the bridge.

- A second bypass connected Riverton and Baxter Springs, beginning at the junction of US Highways 69/166/400 and US 66 just west of Riverton. Rather than follow the old road west to the Brush Creek curve, the bypass makes a gentle arcing curve southwest to join Military Avenue at 3<sup>rd</sup> Street in Baxter Springs. While this alignment is designed for four lanes, only two lanes have been built.

- In Baxter Springs, a new section that follows a wide, smooth curve bypasses the S-curve at the south end of town. A McDonald’s and a Wal-Mart occupy previously open land between the old and new roads.

The final change to old Route 66 in Kansas occurred in 1992 when the construction of a softer curve bypassed the Rainbow Bridge at the Brush Creek curve. After much discussion with the Kansas Historic Route 66 Association, county officials agreed to leave the Brush Creek Bridge standing as a historic landmark.<sup>2</sup> Travelers can see the bridge in its historic setting from the bypass and can choose to drive across the bridge, which is now limited to southbound traffic.

## Commerce of Route 66

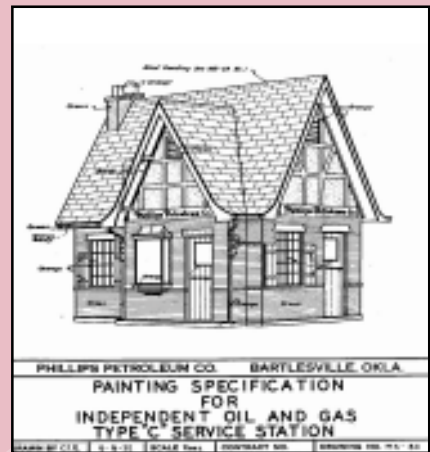
Like other regional and national highways, commercial businesses developed along Route 66 to serve the needs of travelers and their vehicles. There were gas and service stations to keep cars running; restaurants, tourist courts, and motels to service travelers; and various stands and shops that offered diversions.

The design of these buildings and structures reflected popular styles and trends and embraced the adventurous spirit of travel. For example, service stations evolved from simple vernacular



*Baxter Springs Independent Oil and Gas Company Station, 940 Military Avenue, Baxter Springs. Notice that the original cottage station mirrors the IOG prototype shown at right.*

*(Right) Prototype Cottage-style Service Station Design for the Independent Oil and Gas Company. (Citation: Phillips Petroleum Company, “Painting Specifications for Independent Oil and Gas Type “C” Service Station,” [Bartlesville, Oklahoma: Phillips Petroleum Company, 1932]. In the Corporate Archives of the Phillips Petroleum Company, Bartlesville, Oklahoma.)*



*Willow Street Service Station, 145 North Willow Avenue, Baxter Springs, represents a modern streamlined design.*



*Marsh Arch (Rainbow Arch) Bridge at Brush Creek. (Photo by Cathy Ambler.)*



*Remnant of Saterlee's Cabin Court, 124 North Willow Avenue, Baxter Springs. (Photo by Cathy Ambler.)*

buildings with pumps out front to modern designs featuring streamlined, curved corners. As the industry matured, gasoline companies developed standardized plans that made their stations distinctly recognizable to travelers. The prototype design for an Independent Oil and Gas Company (IOG) station is an exact mirror of the IOG cottage station built at the corner of 10<sup>th</sup> Street and Military Avenue in Baxter Springs.

During this period lodging properties evolved from the humble tourist court to the modern motel. At the beginning of the Route 66 era, the communities along Route 66 in Kansas had booming economies that already supported a variety of gas stations and restaurants. The change in the number of tourist courts and motels

during the period of significance most directly reflects the commercial impacts of the road on this area.

The 1930 Baxter Springs Sanborn Fire Insurance Company Map shows the Sunbeam Tourist Camp at the southwest corner of 2<sup>nd</sup> Street and Willow Avenue. This camp included eleven cabins, ten of which had attached carports, a central lavatory, and an office. This intersection also had three filling stations and one auto repair shop. By 1942 a second tourist court became part of the milieu. This property included an L-shaped band of six attached cabins, separated by carports, as well as an owner's dwelling. Additional lodging was found at another cabin court on the S-curve south of downtown, near a service station and

Murphey's diner, a 24-hour establishment. After World War II the Capistrano Motel at 22<sup>nd</sup> Street and Military Avenue also provided overnight accommodations.

The 1930 Sanborn map for Galena shows the development of the Camp Joy tourist camp between Galena and Riverton. This complex included a filling station and five cabins with electric lights and stove heat, all of which were arranged in a row fronting Route 66. The Sanborn maps show another small row of cabins in Riverton, on the south side of Route 66 west of Military Road.

Another tourist amenity noted by local residents were rock shops that sold mineral samples to tourists passing through the area. One was located just west of Galena and another was located in Baxter Junction.

As happened across the country, the completion of Interstate 44 drained many long-distance travelers, both recreational and commercial, from the local road. This reduced the volume of traffic traveling the old highway and led to the demise of many existing tourist facilities. A number of the historic gas stations are extant, and while there are no historic motels left along Route 66 in Kansas, there are remnants of two cabin courts at the north end of Baxter Springs.

## **Route 66 Through Kansas Today**

Over the years, Route 66 developed a mythical stature. In *The Grapes of Wrath*, John Steinbeck famously chronicled the role of the "Mother Road" in helping the



victims of the Great Depression and the Dust Bowl escape to California in search of a better life. From the hit song “(Get Your Kicks on) Route 66” in 1946 to the popular television show of the 1960s, popular culture heralded the road as a source of freedom and adventure.

While the impact of its designation as US 66 was slow and cumulative, the effect was more noticeable when Interstate 44 bypassed Route 66. It became more difficult to sustain the existing number of automobile service facilities and restaurants, although a strong local customer base helped many businesses survive. Local residents who lived and worked along Route 66 in Kansas felt that the popularity of this road grew as a result of the stories presented in popular culture that spun interesting tales about people, places, and events along the road.

But, Route 66 is not forgotten. The Kansas Historic Route 66 Association is a very vocal and active advocate for the preservation of the road. In the 1990s, the group saved the last Rainbow (Marsh) Arch Bridge on Route 66 by convincing Cherokee County officials to construct a bypass that preserved the National Register-listed Brush Creek Bridge as a

local historic landmark.

Every year thousands of people from all over the world drive Route 66. Traveling between Missouri and Oklahoma, they pass through Kansas, grabbing a sandwich and soda at the Old Riverton Store; learning about local history at the Galena Museum or the Baxter Springs Heritage Center; and experiencing the culture and hospitality of southeastern Kansas on their quest for adventure.

### Footnotes

<sup>1</sup> The period of significance begins in 1926 with the official designation of Route 66 and ends in 1953, the arbitrary fifty-year cutoff established by the National Register program.

<sup>2</sup> The Brush Creek Bridge was listed in the National Register in 1983 in conjunction with the Rainbow Arch (Marsh Arch) Bridges of Kansas thematic nomination.

### Acknowledgments

*In addition to the NPS study cited, HPS drew general contextual information from the Multiple Property Documentation Form for “Route 66 and Associated Historic Resources in Oklahoma.” The Federal Highway Administration’s Internet web site provided a good historical overview of the federal highway system. The archives of the Kansas State Historical Society, the Baxter Springs Heritage Center, the Galena Museum, and the Galena Archival Library provided information specific to the history of Route 66 in Kansas. HPS also conducted oral histories with members of the Kansas Historic Route 66 Association, as well as other current residents and property owners along the route.*

## Review Board

*Continued from page 2*

approved for addition to the Masonry Arched Bridges of Kansas Multiple Property Submission.

A second Marion County property approved was the Bichet School, located 4.5 miles east of Florence on US-50 and then north .1 mile on Bluestem Road. The 1896 stone building was nominated for its educational significance to the children of the French-speaking settlement it served and for its architectural significance as a one-room school.

The Wichita Historic Warehouse and Jobbers District is a 33-acre district with forty-nine contributing buildings, ranging in date from 1897 to circa 1950. The district, which is being nominated for its commercial association with the growth and development of Wichita, is bounded by the elevated railroad tracks, Douglas Avenue, Washington Avenue, and Second Street. This area of Wichita has in recent years become a retail and entertainment center known as “Old Town” and is the potential site of many preservation and rehabilitation projects.

The next meeting of the Kansas Historic Sites Board of Review is at 9 a.m. on Saturday, August 23, 2003, at the Kansas History Center in Topeka.



*Bethel A.M.E. Church in Coffeyville will receive a Heritage Trust Fund grant of \$29,904 for a roof project and other repairs.*

## HTF Grants

*Continued from page 4*

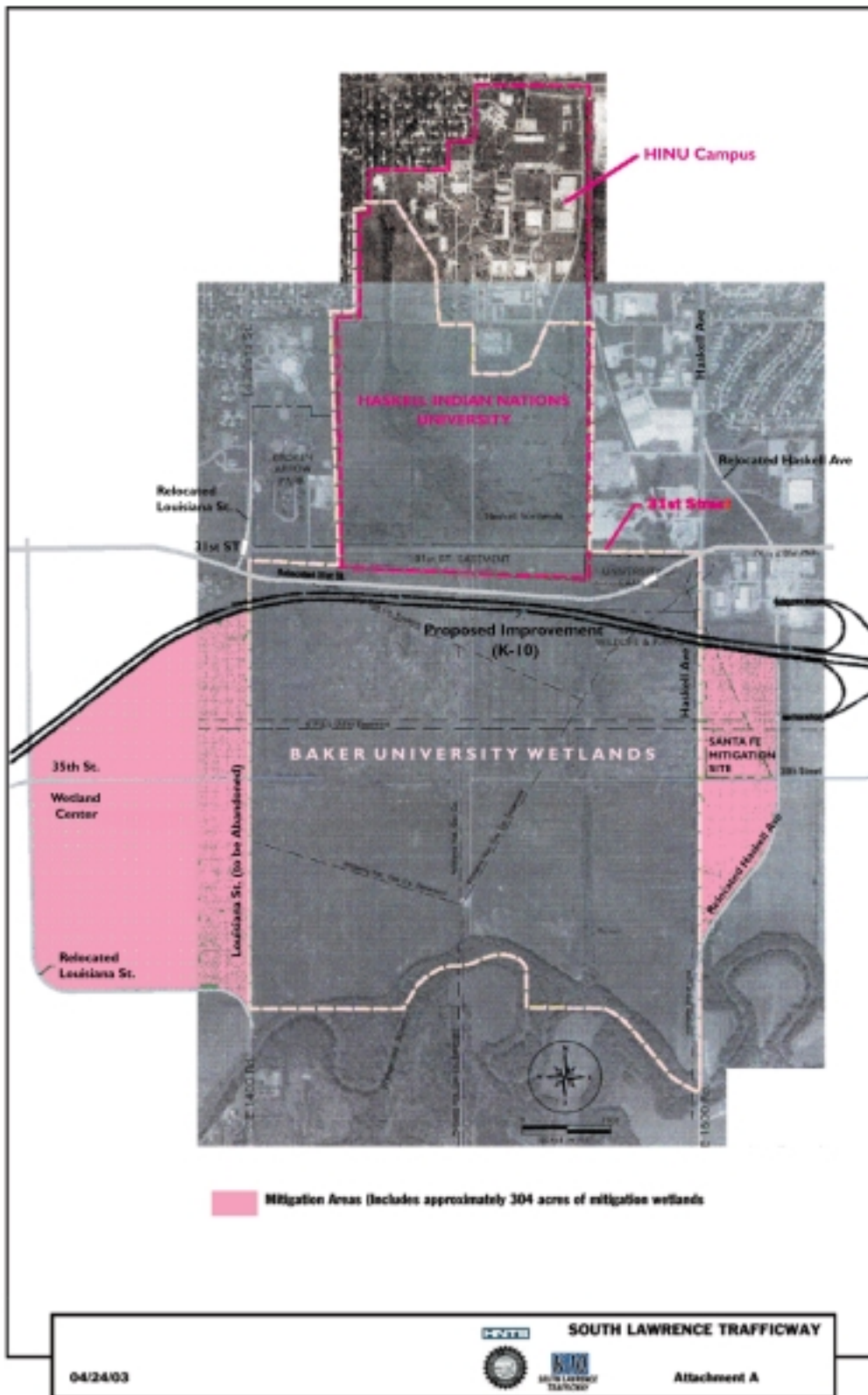
churches, Bethel A.M.E. in Coffeyville and Campbell Chapel A.M.E. in Atchison, will also benefit. They will receive \$29,904 and \$25,250 respectively. Both churches are focusing on roofing projects, guttering, and down spouts. Bethel A.M.E. Church is also repairing walls, windows, and bell tower windows.

The annual application deadline for the Heritage Trust Fund is March 1st. For more information contact the Kansas Historic Preservation Office, Kansas State Historical Society, 6425 S.W. Sixth Avenue, Topeka, Kansas 66615 or call (785) 272-8681 Ext. 216.



# A Long Hard Road

## *The South Lawrence Trafficway Saga*



The completion of the South Lawrence Trafficway's (SLT) federal review and permitting process appears to be nearing an end, but if history provides any lessons, both the opponents and proponents of the project know that appearances can be deceiving. The SLT project has a long and complex history made up of numerous starts and stops and has involved contentious debate among state and federal agencies, local governments, Haskell Indian Nations University, and citizen groups. The purpose of this article is to review where the project stands now and to place this position against a historical backdrop.

**1964** The SLT began as an effort to connect K-10 Highway and the Kansas Turnpike (I-70). The Federal Highway Administration (FHWA) and the Kansas State Highway Commission stated this need for the first time in 1964. Then, as now, vehicular traffic had to travel on Lawrence city streets as it transitioned between K-10 and the Turnpike. The SLT was proposed as a means to make this transition safer and more fluid for drivers and to relieve some of the traffic congestion in Lawrence. It was not until 1971 that a number of routes for the SLT were proposed. The need for the bypass continued to increase and in 1974 a draft environmental study was conducted and a proposed route was subjected to agency and public comment. However, funding constraints prevented the proposal from moving forward.

**1985 - 93** The SLT project remained dormant for over a decade until the Lawrence and Douglas County governments initiated a local study of the bypass in 1985. The project began to gain momentum and after a long environmental review process, a Final Environmental Impact Statement (EIS) and subsequent Record of Decision (ROD) were issued in 1990. FHWA chose the 31<sup>st</sup> Street alignment, which bisected the southernmost portion of the Haskell Indian Nations University (HINU) campus and proceeded around

the southwestern and western portions of the city of Lawrence. All necessary permits were obtained and construction began on the western portion of the SLT in 1993. This nine-mile-long segment connected the Turnpike to Highway 59 at the southern edge of Lawrence.

While construction of the western portion of the SLT was beginning, the Kansas Department of Transportation (KDOT) and Douglas County received a complaint from the president of HINU stating that FHWA's 1990 EIS had not adequately addressed the impact that the eastern portion of the SLT would have on the HINU campus and the Baker Wetlands. The complaint stated that this portion of the campus and the adjacent wetlands were culturally and spiritually important to the University and that this issue had not been considered during the EIS process. After numerous consultation meetings between a number of consulting parties, FHWA, KDOT, and Douglas County elected to suspend all SLT work east of Iowa Street but continue construction on the western leg.

The Baker Wetlands is an area, roughly 600 acres in size, situated between the HINU campus and the Wakarusa River. This area was owned by Haskell and used as agricultural land from the earliest days of the school to train students in agricultural methods. This agricultural education program was terminated in 1934, and the land was leased to local farmers until Baker University acquired the land from the federal government in 1968. Soon after the transfer of ownership, Baker University converted the area to wetlands. This change of ownership and conversion are the reasons that the area is now referred to as the Baker Wetlands.

After the suspension of work on the eastern leg of the SLT, FHWA agreed to produce a supplemental EIS to review and evaluate the concerns voiced by HINU, and offered three alternatives for review: 31<sup>st</sup>, 35<sup>th</sup>, and 38<sup>th</sup> streets. FHWA also decided to separate the project into a western component and an eastern component. Since all of the federal funds had been spent on the construction of the western portion and FHWA did not anticipate seeking funds for the eastern leg, they withdrew from the project and argued that this portion of the project no longer required their compliance with federal laws. FHWA was sued over this action, and the court declared that FHWA could not withdraw from the project and would be required to finish the supplemental EIS. All of the consulting parties could not agree on an alignment for the

eastern leg, so in the Final Supplemental EIS (February 2000), FHWA selected the No-Build or No-Action alternative. At that point, plans to complete the eastern leg of the SLT became dormant, and it was not clear if or when it might be pursued again.

2001

This dormancy did not last long. Roughly 18 months later, in May of 2001, KDOT notified the Kansas City District of the Corps of Engineers (Corps) that it was considering submitting a proposal to build the eastern leg of the SLT using state funds. Despite the reliance on state funds to complete the project, the Corps realized that they would be the lead federal agency since the project would require a federal 404 permit to cross the Baker Wetlands. The Corps' involvement meant that the project would have to proceed in compliance with federal laws and that the environmental review pro-

*If history provides any lessons, one can anticipate that many groups will be unhappy with the Corps' decision and that some may file lawsuits.*

cess would have to begin again. As before, due to federal agency involvement and the need to comply with Section 106 of the National Historic Preservation Act, the Kansas State Historic Preservation Office (SHPO) became involved as it is that office's duty to advise federal agencies and comment on aspects of a federal undertaking that would affect "historic properties." A historic property is any property (e.g., a building, an archeological site, a historic district) that is listed or eligible for listing on the National Register of Historic Places (NRHP).

Since May of 2001, much has occurred. KDOT and the Corps reviewed five primary alignments for the new roadway: 31<sup>st</sup> Street, 32<sup>nd</sup> Street, 35<sup>th</sup> Street, 38<sup>th</sup> Street, and 42<sup>nd</sup> Street. With the exception of the 42<sup>nd</sup> Street alignment, which is south of the Wakarusa River, all of the alignments would pass through the Baker Wetlands. The Corps evaluated buildings, archeological sites, the HINU

campus, and the Baker Wetlands to determine if any properties were eligible for listing on the NRHP individually or collectively. They determined that the HINU campus and the Baker Wetlands are National Register eligible as a historic district. This determination was sent to the Keeper of the National Register for a formal comment. The Keeper disagreed that the campus and wetlands compose an eligible district. Rather, the Keeper determined that the southern portion of the HINU campus and the Baker Wetlands are eligible as a single entity termed the Haskell Agricultural Farm Property. The Keeper's decision is final and binding. This finding has important implications for the project and completion of the Section 106 process.

2002

In December of 2002, the Corps selected the 32<sup>nd</sup> Street alignment as the preferred corridor. This alignment, like most of the others, crosses the Baker Wetlands, and therefore, bisects the Haskell Agricultural Farm Property, which the Keeper of the National Register determined to be National Register eligible. The Corps found that this alignment would have an adverse effect on the historic property and proposed mitigation measures to resolve the situation. The Corps submitted a draft Memorandum of Agreement stipulating specific mitigation measures to all parties that had expressed an interest in commenting on the project. The mitigation measures include: 1) removing 31<sup>st</sup> Street and placing it alongside the 32<sup>nd</sup> Street SLT roadway, 2) moving Haskell Avenue and Louisiana Street east and west of their current locations in order to create a wetlands buffer around the current Baker Wetlands, and 3) obscuring the SLT corridor with noise walls and tree plantings.

2003

The comment period for reviewing the Memorandum of Agreement ended in March, and the Corps finalized the Memorandum of Agreement with all of the signatories in May. We now await the issuance of a Record of Decision from the Corps of Engineers finalizing their selection of a corridor for the eastern leg of the SLT. KDOT will then have the 404 permit needed to begin construction.

If history provides any lessons, one can anticipate that many groups will be unhappy with the Corps' decision and that some may file lawsuits. The question on the minds of many people is whether history is repeating itself and if the project is traveling on a road that it has already been down.



# Architectural Style in Kansas

This is the first in a series of architectural style articles that will be published in *Kansas Preservation*. The articles are designed to provide general background information about architectural style and also may be used as context statements for National Register nominations.

The following publications may be helpful for determining and describing style:

Blumenson, John. *Identifying American Architecture* (American Association of State and Local History, Nashville, 1977).

Harris, Cyril. *Dictionary of Architecture and Construction* (McGraw-Hill, New York, 1975).

McAlester, Virginia and Lee. *A Field Guide to American Houses* (Alfred A. Knopf, Inc., New York, 1984).

Poppeliers, John, and S. Allen Chambers. *What Style is It?* (Preservation Press, Washington, DC, 1983).

Whiffen, Marcus. *American Architecture Since 1780: A Guide to the Styles* (M. I. T. Press, Cambridge, 1969).



*The Sauer Castle in Kansas City is an excellent example of the Italian Villa style. It was built in 1871 for \$20,000.*

## Italianate Architecture Gains Popularity in 19th Century Kansas

The nineteenth-century Italianate style was used for residential, commercial, and institutional architecture. Popularized by pattern books like Andrew Jackson Downing's *Cottage Residences*, the Italianate style dominated American architecture by the 1860s. Conceived as a reaction against the strict symmetry of classical design, the Italianate style provided a template for both rural and urban builders.

In Kansas, Italianate-influenced architecture was built from 1865 until 1885. During this twenty-year period Kansas experienced significant growth in its population, economy, and government structure. Early examples of the Italianate style are located in the eastern part of the

state, in cities like Kansas City, Leavenworth, and Lawrence. As the population settled statewide, evidence of the Italianate influence is found in smaller communities by the early 1880s.

Classified as picturesque or romantic architecture, the Italianate style integrated an eclectic interpretation of classically based elements into irregular forms and shapes. Extremely fine interpretations of the Italianate were built in Kansas, but most of the buildings derive their stylistic association from the applied features. The most commonly identified features of Italianate architecture include large eave brackets; wide, overhanging eaves; and tall, narrow arched windows. Other features that may occur include quoining,





(Top Left) The Prescott School employs heavy brackets, a belvedere, and arched windows to place it within the Italianate tradition. Built in 1883, it served the educational needs of the Prescott community in Linn County.

(Above) The Italianate features of the 1872 David Powers House grace Leavenworth County's Salt Creek valley.

(Left) Lincoln's Cummins Block was completed in 1882. The rusticated limestone building achieves its Italianate style through a series of arcade windows and doors, integrated with a broad entablature and large, supporting brackets.

## Glossary

*Belvedere - rooftop pavilion from which a vista can be enjoyed*

*Fenestration - arrangement and design of windows in a building*

*Loggia - arcaded or colonnaded porch or gallery*

*Oriel - bay window projecting from upper story*

*Quoin - a hard stone or brick, used with similar ones, to reinforce an external corner or edge of a wall; often distinguished decoratively from adjacent masonry; may be imitated in non-load bearing materials.*

bay windows, oriel, string courses, and porches. Although built primarily of brick, examples of wood and stone Italianate structures are also found in Kansas.

Residential examples of the Italianate are grouped into two main types, the Italian Villa and the Tuscan Villa. The Italian Villa is asymmetrical with a prominent tower, an off-center entrance, and cross-gabled roofs. Examples of the Italian Villa may feature pronounced entablatures, elaborate window and door surround moldings, raised rusticated stone foundations, and loggias. The verticality, asymmetry, and varying fenestration distinguish the

Italian Villa from the more traditional Tuscan Villa. The Tuscan Villa is essentially a cube covered with a flat or low-pitched hipped roof. A belvedere may rise from the roof's center. Decorative detailing may include many of the features employed for the Italianate Villa.

While residential occurrences of the Italianate are found between 1865 and 1875, Italianate styling influenced commercial and institutional architecture in Kansas during the next decade. These examples apply the key design features of the Italianate—arched fenestration, tall and narrow windows, large brackets, and deep

eaves—to achieve the impression of the style. The derivative nature of style ultimately comes to rest in the vernacular applications of building traditions. Whether the commercial and institutional structures built during the third quarter of the 19<sup>th</sup> century are true versions of the Italianate style is less important than the elements of the style that were incorporated into each structure.

By the late 1880s the High Victorian Gothic Revival, Romanesque Revival, and Queen Anne styles supplanted the Italianate. Evidence of its dominance remains in almost every city and county in the state settled before 1880.

*This article was prepared by Martha Hagedorn-Krass, the architectural historian with the Kansas State Historical Society. Electronic versions of the article are available by contacting her at [mkrass@kshs.org](mailto:mkrass@kshs.org).*

# Wouldn't it be nice...

Wouldn't it be nice if amateur and professional archeologists could file site forms through a computer? That idea floated around for a long time until steps were taken to make it a reality. It took seven years and cooperation among four agencies to bring about the creation of this system, but the wish has finally become a reality.

Barry Williams, an archeologist formerly in the KSHS Cultural Resources Division, took the first step in 1996 by creating a Geographical Information System (GIS) for Kansas archeological sites. Two years later Barry left KSHS and Martin Stein took over the project. Throughout this transition, funding continued through the Kansas Department of Transportation and the federal Transportation Enhancement funds. Contracts were made and carried out with Kansas State University and the Data Access and Support Center (DASC), a part of the Kansas Geological Survey.

Early this year the KSHS Archeology Office went "online" with archeological site form filing. A blank site form can be accessed through the KSHS web site at [www.kshs.org/resource/siteformhome.htm](http://www.kshs.org/resource/siteformhome.htm). It is available to anyone who wishes to record a Kansas archeological site. A recorder fills out basic information, i.e., name, address, e-mail address, etc., and gives himself a password for access to his own "Personal inventory." This inventory keeps track of all sites that the individual recorder submits. After accessing his "Personal inventory," the recorder has some options printed across the top of the page: "Approved inventory list" (authorized access only), "Add new Inventory," "Bibliography list," and "Radiocarbon date list." Clicking on "Add new Inventory" opens the draft site form. Guides are provided to help the recorder.

A map showing the location of the site is required to complete the site form. At this time there are three options: a map scanned and uploaded in the site form; a map downloaded from another GIS system; a hard copy map mailed to the KSHS Archeology Office. A fourth alternative is in the trial stage. That option is "Digitize Map." When that choice is selected, a new window appears showing the section of land that the recorder has designated for the site location. In other words, if the recorder specified that the site is in Section 6, Township 3 South, Range 8 West, then Section 6 appears on the screen. The recorder can draw a point, a line, or a polygon to represent the site. After digitizing the site location, the recorder can "Create Map." He fills out the form fields in the new pop-up window and

hits "Make Map." The map is created and labeled with texts that the recorder provides. By clicking the "Update parent" at the bottom of the screen, the window closes and the name of the map image transfers to text box fields in the previous map window. Clicking "Send\_to\_Form" closes the window and returns the recorder to the site form to complete the form.

After all information is entered, the recorder clicks on the "Submit" button at the bottom of the screen, sending the form electronically to DASC; another message is sent to the KSHS Archeology Office. When that message is received, the site form is opened and reviewed, a site number is attached, and the form

is "Approved." Once the site form is "Approved," the form is bounced back electronically to the "Personal inventory" of the recorder and is displayed with the site number that has been assigned.

Making revisions

is another procedure gaining "online" accessibility. A "Make a revision" choice will appear in the "Personal inventory." This option allows a recorder to make changes to a site form he has previously submitted. The revisions will be "Submitted" and "Approved," and will show on the site form as "Revision 1, 2, 3," etc.

Maps are not the only images that can be attached to site forms. If the recorder has a scanner or access to one, he may upload any scanned document, drawing, or photograph. The recorder then has the ability to attach not only the map with the site location but also photographs and/or drawings of artifacts from the site. These attachments are proving to be valuable tools by allowing KSHS archeologists to see some of the artifacts without physically visiting the site or the recorder. It also will be useful for researchers to view artifacts for comparison. Of course, looking at photographs or scanned images is not quite the same as being there, but considering time and money constraints, it is a good alternative.

While the KSHS Archeology Office staff is pleased with the development of the current system, being human, we ask, "What

*Early this year the KSHS Archeology Office went "online" with archeological site form filing. A blank site form is now accessible through the KSHS web site at [www.kshs.org/resource/siteformhome.htm](http://www.kshs.org/resource/siteformhome.htm) for anyone who wishes to record a Kansas archeological site.*

*While the KSHS Archeology Office staff is pleased with the development of the current system, being human, we ask, "What else can we provide to make this even better?"*

else can we provide to make this even better?" So we are expanding on the original idea. The database connected to the site forms contains much of the more detailed information in the KSHS site files. The database links to a bibliography that lists all published material on particular sites. Other databases are being constructed that store descriptions of slides and black and white photographs taken during KSHS archeological projects. These will be linked to the main site database.

The KSHS Archeology Office is in the initial stages of building databases for catalogued artifacts from excavated sites. Of course, building all of these databases takes time. The Archeology Office has been doing excavations for almost 50 years, and not all of the artifact collections have been catalogued.

At some future time, links may be made to databases at other facilities, i.e., University of Kansas, Kansas State University, and Wichita State University, and these may be shared for research. As time goes on, it is hoped that graduate students and other researchers will have greater access to the files through electronic means.

During the development process, the usefulness of specific databases should become apparent, and KSHS staff can assess which information is worth the time and effort to enter into a database. For example, the image databases previously mentioned will be evaluated. These databases list each slide or photograph with a unique identification number, description of the subject, storage location, date taken, and photographer. A researcher can search for particular sites, topics, artifacts, etc. and view those particular images.

Wouldn't it be nice if some or all of those images could be scanned and linked to the appropriate site forms? A researcher could simply click and view the image. To actually achieve something like that would take several years of work and require considerably more computer space than the KSHS has access to or could afford to purchase, but ... wouldn't it be nice?

<b>7 Site Topographical Location (Check one or more):</b>				
Alluvial fan <input type="checkbox"/>	Bluff <input type="checkbox"/>	Draw/Arroyo <input type="checkbox"/>	Cave/Rock shelter <input type="checkbox"/>	Dune <input type="checkbox"/>
Hill top <input type="checkbox"/>	Playa <input type="checkbox"/>	Ridge top <input type="checkbox"/>	Slope <input type="checkbox"/>	Stream/Cut bank <input type="checkbox"/>
Terrace (T1, T2,...) <input type="checkbox"/>	Toe <input type="checkbox"/>	Upland <input type="checkbox"/>	Valley floor <input type="checkbox"/>	
<b>7 Component:</b>				
Single Component <input checked="" type="radio"/> Multicomponent Horizontal <input type="radio"/> Multicomponent Vertical <input type="radio"/> Unknown <input type="radio"/>				
<b>7 General Time Period (Check one or more):</b>				
<b>1. Prehistoric American Indian <input type="checkbox"/></b>		<b>2. Historic American Indian <input type="checkbox"/></b>		<b>3. Historic European/American/Afro-American <input type="checkbox"/></b>
<b>Specific Time Period (Check one or more):</b>		<b>Specific Time Period (Check one or more):</b>		<b>Specific Time Period (Check one or more):</b>
Unknown <input type="checkbox"/>		Unknown <input type="checkbox"/>		Unknown <input type="checkbox"/>
Paleoindian (prior to 7000B.C.) <input type="checkbox"/>		Pre 1820 <input type="checkbox"/>		Pre 1803 <input type="checkbox"/>
Archaic (7000B.C. - A.D.1) <input type="checkbox"/>		1820-1875 <input type="checkbox"/>		1803-1854 <input type="checkbox"/>
Early Ceramic (A.D.1 - A.D.1000) <input type="checkbox"/>		1875-1954 <input type="checkbox"/>		1854-1861 <input type="checkbox"/>
Middle Ceramic (A.D.1000 - A.D.1500) <input type="checkbox"/>				1861-1900 <input type="checkbox"/>
Late Ceramic (A.D.1500 - A.D.1800.) <input type="checkbox"/>				1900-1954 <input type="checkbox"/>
<b>7 Site Type (Check one or more):</b>				
Agrarian <input type="checkbox"/>	Burial <input type="checkbox"/>	Camp <input type="checkbox"/>	Cemetery <input type="checkbox"/>	Church <input type="checkbox"/>
Commercial <input type="checkbox"/>	Domestic <input type="checkbox"/>	Industrial <input type="checkbox"/>	Isolated Find <input type="checkbox"/>	Kill Site <input type="checkbox"/>
Military <input type="checkbox"/>	Mound <input type="checkbox"/>	Petroglyph <input type="checkbox"/>	Pictograph <input type="checkbox"/>	Quarry <input type="checkbox"/>
Railroad <input type="checkbox"/>	Rockshelter/Cave <input type="checkbox"/>	Sacred <input type="checkbox"/>	School <input type="checkbox"/>	Town <input type="checkbox"/>
Trail/Road <input type="checkbox"/>	Village <input type="checkbox"/>	Workshop <input type="checkbox"/>	Other: <input type="text"/>	
<b>7 Present Condition (check one or more):</b>				
Brush <input type="checkbox"/>	Construction <input type="checkbox"/>	Cultivated <input type="checkbox"/>	Fallow <input type="checkbox"/>	Grassland <input type="checkbox"/>
Never Disturbed <input type="checkbox"/>	Woods <input type="checkbox"/>	City/Town Occupied <input type="checkbox"/>	Eroded <input type="checkbox"/>	Mined <input type="checkbox"/>
Burned <input type="checkbox"/>	Razed <input type="checkbox"/>	Other: <input type="text"/>		

*The archeological site form makes it easy for anyone to submit site information by checking boxes regarding the site's location, description, and condition.*

*Anita Frank is the Archeology Office records manager. She has worked with development of the GIS at KSHS since its inception.*



April was Kansas Archaeology Month, and the Kansas State Historical Society (KSHS) celebrated along with other professional and amateur archeological organizations in the state.

KSHS hosted the 25<sup>th</sup> Annual Flint Hills Conference at the Kansas History Center on April 4. A pre-conference reception was held at the University of Kansas Museum of Anthropology (KUMA) in Lawrence on the evening of April 3. The museum gallery was open with cases full of diverse collections, including some that had never before been exhibited. Several presentations by faculty, staff, and students were scheduled throughout the evening to describe ongoing research.

"Reflections on 25 Years of Flint Hills Conferences," a panel discussion by long-time regional archeologists, was the first morning session on Friday. University of Oklahoma Professor of Anthropology Susan C. Vehik served as moderator, and participants were KUMA Acting Director Mary J. Adair, Wichita State University Professor of Anthropology Donald J. Blakeslee, University of Kansas Professor Emeritus of Anthropology Alfred E. Johnson, Kansas State University Professor Emeritus of Anthropology Patricia J. O'Brien, Kansas State University Adjunct Professor Donna C. Roper, and former State Archeologist of Kansas Thomas A. Witty, Jr. The panel members reviewed topics that were discussed at the first conference in 1979 in Norman, Oklahoma, and commented on the relevance of those issues today. They also talked about the variety of archeological investigations in which their institutions were involved at the time of the first conference and about prospects for the future of archeology in the Flint Hills region.

The remainder of the day was filled with a series of papers:

"Ethnohistory for the Defense: El Turco Appeals his Conviction for Lying," by Donald J. Blakeslee, Wichita State University

"The Kingrey Collection (UBS 1991-90) and the Kingrey Burial Site—14PH343" by Jim D. Feagins, Belton, Missouri

"Project Archaeology: Opportunity for a National Public Education Collaboration" by Virginia A. Wulfkuhle, KSHS

"Probability Model for the Distribution of Surficial Archaeological Materials in Morton County, Kansas," by Joshua S. Campbell and William C. Johnson, University of Kansas

"GIA Rendering of the Geoarchaeology of Kirwin National Wildlife Refuge, Northwest Kansas" by William C. Johnson, Brad Logan, and Joshua S. Campbell

"Scoured Sites: A Fresh Look at the Archaeology of Lower Stranger Creek, Leavenworth County, Kansas" by Brad Logan, University of Kansas and Kansas State University, and Scott DeMaranville, Tonganoxie, Kansas.

"Analysis of Leary Site Ceramics: Preliminary Results" by Lauren W. Ritterbush, Kansas State University

"The Proof is in the Pot: A Pilot Study of the Ceramics from Some Plains Border Variant Sites in South-Central Kansas" by C. Tod Bevitt and Christine Garst, KSHS

"Work, Finish, Publish (Even if it Takes over Twenty Years): The Archaeology of Site 14ML417" by Mark A. Latham, Burns & McDonnell Engineers, Inc.

"House and Houselot at the Albert Bell Site, Sheridan County" by Donna C. Roper, Kansas State University

"Jasper Bifaces Big and Small: Iva's Cache and Liggett's Cache" by Randall M. Thies, KSHS

"Taxonomy and Little River Focus: Time and God-Knows-What-Else at the Tobias (14RC8) Site" by Susan C. Vehik, University of Oklahoma.

# Kansas Archaeology Month Observed



(Top) "Reflections on 25 Years of Flint Hills Conferences" featured panelists (left to right) Susan C. Vehik, Donald J. Blakeslee, Donna C. Roper, Alfred E. Johnson, Thomas A. Witty, Jr., Mary J. Adair, and Patricia J. O'Brien.

(Bottom) Display cases inform visitors at the Kansas History Center about a variety of archaeological programs.



*(Top Left) KAA member Jim Huss of Atchison instructs a future archeologist and her mother in the fine points of cleaning an animal tooth that she found.*

*(Above) LaDonna Allen and her mother from Keene learn about projectile points from Bob Hoard and Martin Stein.*

*(Left) Jake Fleenor of Topeka visits with artifact cataloguers Sharon McKinney, Sharon Sage, Jennifer Green, Anita Frank, and Sierra Garst.*

The Kansas Archaeology Month theme, "Kansas Rock Art—A Lasting Impression," was carried out in an exhibit on view in the lobby of the KSHS Center for Historical Research from early March through mid-May. The display featured reproductions of petroglyphs that were carved into the sandstone outcrops of Ellsworth County, Kansas, by Native American inhabitants. Accompanying labels answered the questions: What is rock art? How widespread is rock art and when did it begin? What does rock art mean? and How can we protect rock art sites? Sources for educational materials and suggestions for further reading were offered. In addition, information about the Professional Archaeologists of Kansas and the Kansas Anthropological Association and the benefits of membership in these organizations were provided.

On April 19 the KSHS held its third annual Artifact Identification and Archeology Lab Tour Day. KSHS Archeology Office staff Anita Frank, Christine Garst, Bob Hoard, Martin Stein, Randy Thies, and Virginia Wulfkühle, were joined by Kansas Department of Transportation archeologist Marsha King and six amateur archeologists to identify artifacts and demonstrate laboratory procedures to about 40 patrons from Topeka, Auburn, Dover, Emmett, Holton, Keene, Lawrence, Newton, Osage City, and even O'Neill, Nebraska, and Jackson, Mississippi. The event was covered by the local news media. An additional benefit was that lab volunteers contributed a

**Information regarding Kansas Archaeology Month and Kansas rock art continues to be posted on the web sites of PAK (<http://www.ksarchaeo.info>) and KSHS (<http://www.kshs.org/resource/archeweek.htm>).**

total of 43.25 hours to cleaning and cataloguing of collections and trained a new lab worker in the process.

The annual meeting of the Kansas Anthropological Association was held on the Kansas State University campus in Manhattan on April 26. Dr. Brad Logan received the KAA Certificate of Appreciation for his participation in the 2001 Kansas Archeology Training Program Field School as a class instructor and report writer.

Following the morning business meeting, a number of talks were given:

"Work, Finish, Publish (Even if it Takes over Twenty Years): The Archaeology of Site 14ML417" by Mark Latham, Burns & McDonnell Engineers, Inc.

"Tom Custer in Kansas" by Roy Bird, Auburn, Kansas

"Life on the Prairie: Growing Up in the KAA" by Sarah Keck, Kansas State University

"The Steed-Kisker Phase in Kansas: Review of a Late Prehistoric

Trans-Missouri Culture" by Brad Logan, University of Kansas and Kansas State University

"The Upper Republican Farmstead at the Albert Bell Site" by Donna C. Roper, Kansas State University

"The Search for Paleoindian Sites in the Central Great Plains: A Geoarchaeological Perspective" by Rolfe D. Mandel, University of Kansas

"Preview of the 2003 Kansas Archeology Training Program Field School" by Dick Keck, Prairie Village, Kansas.

# Topeka Named Certified Local Government

The City of Topeka recently received word from the National Park Service of their designation as the state's newest Certified Local Government (CLG). Topeka joins eleven other Kansas communities previously designated as CLGs: Abilene, Dodge City, Doniphan County, Hutchinson, Kansas City, Lawrence, Leavenworth, Manhattan, Newton/North Newton, Salina, and Wichita.

The Certified Local Government program is coordinated by the NPS and State Historic Preservation Offices (SHPOs) nationwide. The goals of the program are to encourage the consideration of historic resources in local planning efforts and to protect historic properties through local review of designated projects. The Kansas SHPO has also signed agreements with several CLGs, which enable local preservation commissions to review projects in accordance with the state preservation statute.

Certification requires that a community enact a historic preservation ordinance, establish a preservation commission, commit to enforcing preservation laws, develop a system of surveying historic properties, and provide for public participation. Since the program's inception in 1981, more than 1,200 CLGs have been designated nationwide.

In addition to the local planning benefits, the CLG program provides funding opportunities for local preservation activities. Each year, state preservation offices must pass through at least 10 percent of their federal funding to CLGs.

For more information, see our web site at [www.kshs.org/resource/clghome.htm](http://www.kshs.org/resource/clghome.htm) or call Christy Davis at (785) 272-8681 Ext. 215.

## Happenings in Kansas

### Artists of the American West

March 25 - June 20, 2003

Special Exhibits Gallery

Kansas History Center

6425 S.W. Sixth Avenue

Topeka, Kansas

*Indians, trappers, traders, settlers, the Pony Express, and railroad construction are all subjects illustrated in hand-colored lithographs and wood engravings by featured artists John J. Audubon, Albert Bierstadt, Karl Bodmer, George Catlin, Frederic Remington, John Mix Stanley, and many others.*

### Montgomery Ward Bicycle

April 1 - August 31, 2003

Kansas History Center

*Enjoy the story of Hiram Dickson and his 1934 Hawthorne Flyer bicycle.*

### Independence Day

July 4, 2003

Center for Historical Research and Kansas Museum of History closed.

### Apron Strings: Ties to the Past

July 5 - August 16, 2003

Special Exhibits Gallery

Kansas History Center

*Featuring 100 vintage and contemporary examples, Apron Strings reviews the apron's role as an emotionally charged vehicle with a rich and varied history that is still viable today.*

### Kansas Archeology Training

Program Field School

July 12 - 20, 2003

Wabaunsee County

### Kansas Historic Sites Board of Review

August 23, 2003

9 a.m.

Kansas History Center Classrooms

### Plains Anthropological Conference

October 22-25, 2003

Fayetteville, Arkansas

### Kansas Historic Sites Board of Review

November 8, 2003

9 a.m.

Kansas History Center Classrooms

### A Farm Farewell: Bittersweet Harvest

May 1, 2003 through July 31, 2003

Center for Historical Research

Kansas History Center

6425 S.W. Sixth Avenue

Topeka, Kansas

*Experience a farm family's final harvest in this poignant exhibit. Kansas City Star reporter Judy Thomas shares her thoughts and feelings as she assists her parents with the last wheat harvest before they retire.*

### Now Closed on Mondays

### Kansas Museum of History

Hours 9 a.m. - 5 p.m.

Tuesday - Saturday

1 - 5 p.m. Sunday

### Research Room

Hours 9 a.m. - 4:30 p.m.



Return Service Requested

## KANSAS STATE HISTORICAL SOCIETY

Cultural Resources Division

6425 S.W. Sixth Avenue

Topeka, KS 66615-1099

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